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Option B Proposal

LAX/Community Noise Roundtable

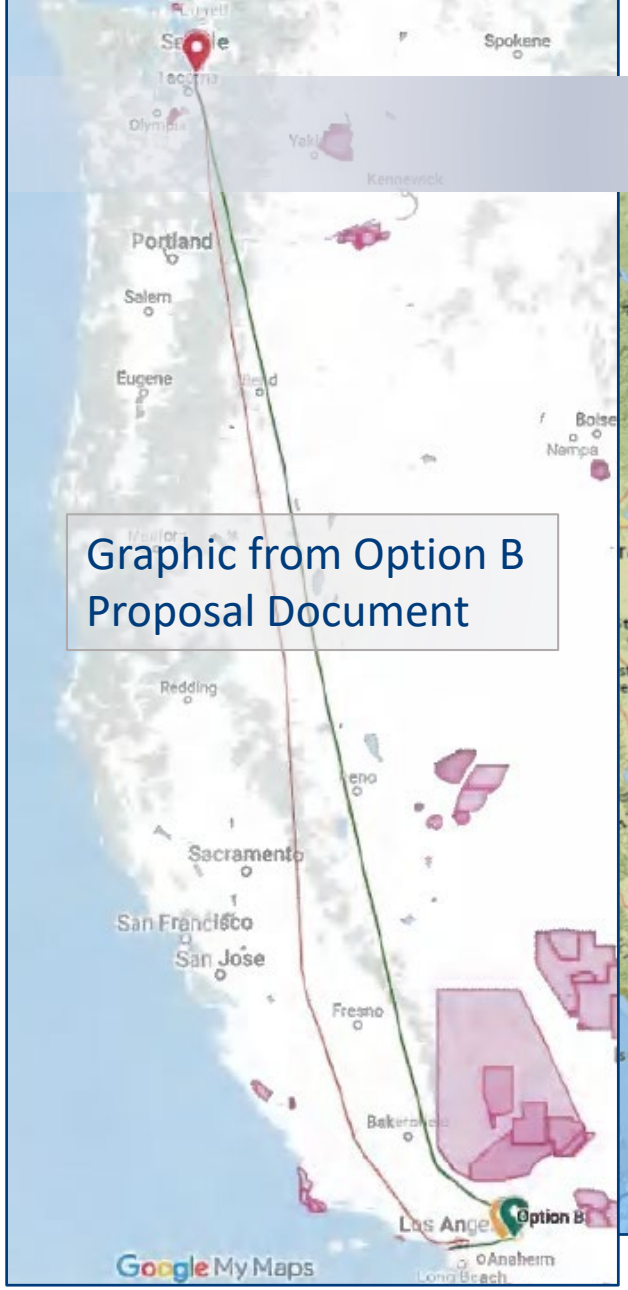
Federal Aviation Administration

July 15, 2022

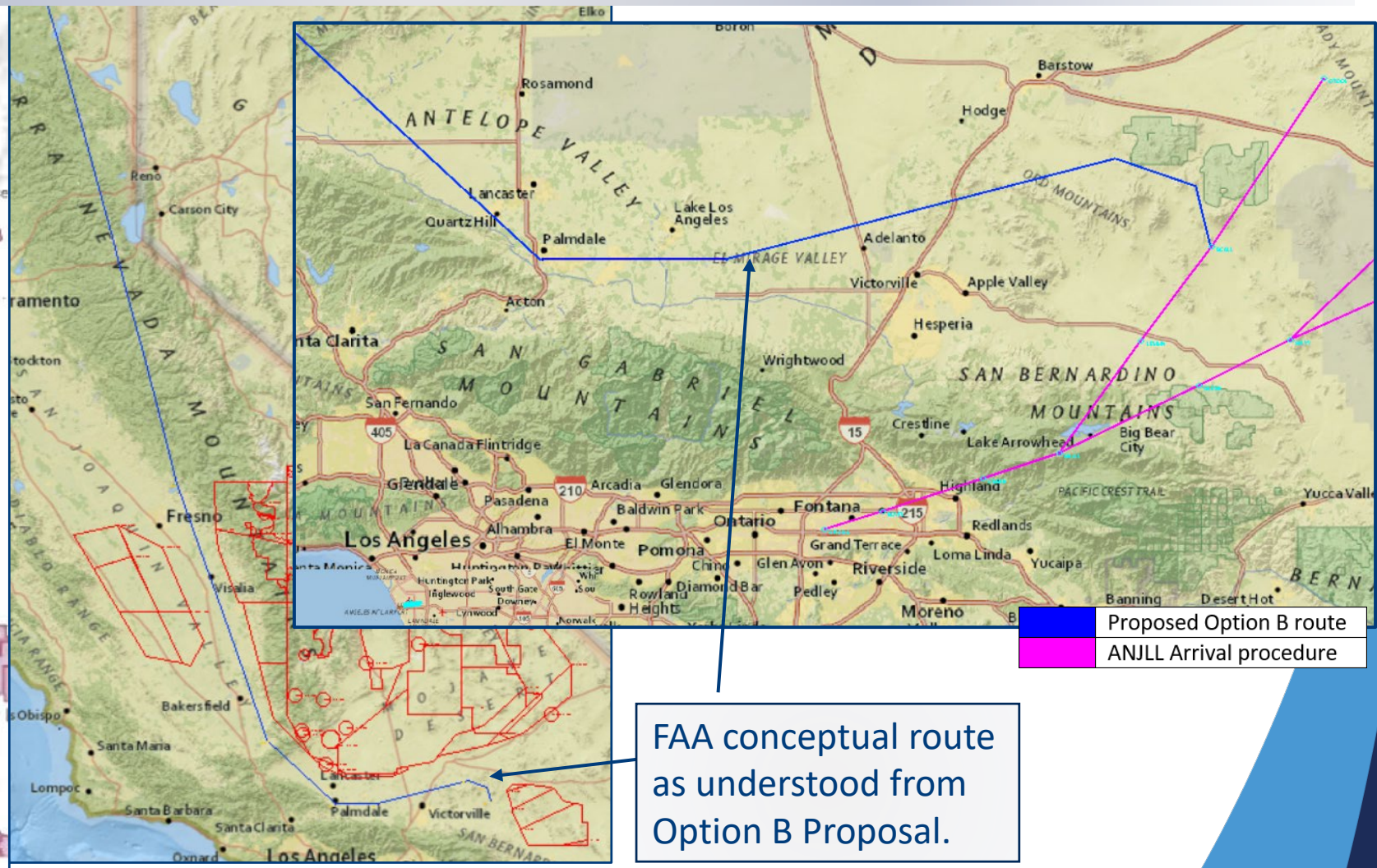
Background

- The LAX/Community Noise Roundtable has proposed a change to the IRNMN arrival procedure into Los Angeles International Airport. The proposal, known as Option B, would move approximately 30% of traffic inbound on the IRNMN procedure to the ANJLL procedure.
- The FAA agreed to conduct a preliminary examination of the new track location, provide information on its viability and design, and identify communities that might be affected by the change.

Option B Proposal



Graphic from Option B Proposal Document



FAA conceptual route as understood from Option B Proposal.

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Changes to Other Arrival and Departure Procedures

- The proposed Option B would conflict with many arrival and departure routes to numerous airports. Some examples are:
  - Sequencing conflicts with aircraft on the ANJLL arrival route.
  - Conflicts with northbound LAX departure routes.
  - Burbank, San Bernardino, Palm Springs, and Ontario arrival routes and descent profiles would need to be amended to address new crossing traffic.
  - Burbank, Palm Springs, San Diego, and Long Beach departure routes and climb profiles would need to be amended to address new crossing traffic.
- Changes to these arrival and departure routes would be required.
- The additional changes may affect other routes which would result in cascading changes.

Sector Saturation and Spacing and Sequencing

- The proposed Option B would cause certain sectors (handled by air traffic controllers) within Oakland and Los Angeles Air Route Traffic Control Centers to become overloaded with aircraft, creating a potential safety issue that would need to be mitigated.
- The proposal would create a non-standard, opposite direction, high-altitude sequencing blend not seen at any other major airport location within the National Airspace System (NAS).
  - Blending two streams of aircraft from opposite directions at higher altitudes.
  - Aircraft configuration, particularly wing configuration, is different at higher altitudes.
    - Wider turns compared to lower altitude aircraft, taking longer to complete.
    - Must maintain higher speeds which increases turn radius.

Special Use Airspace

- The proposed Option B would impact Special Use Airspace (SUA). The increase in traffic and changes in routes near the SUA would:
  - Affect aircraft transitioning into and out of SUA.
  - Affect the expansion of current SUA airspace that is in progress.
    - This expansion was based on:
      - Traffic levels.
      - Current traffic flows/configurations.

Conclusion

- The proposed modification is not technically feasible.
- The proposed change would cause:
  - Changes to other arrival and departure procedures.
  - Sector saturation and spacing and sequencing issues.
  - Potential conflicts with Special Use Airspace.
- Numerous communities were not in support of this proposed change.
- Option B is not feasible, however, we will continue to explore other options with the Roundtable.

Questions